

THE ANDERSON DAILY INTELLIGENCER

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ANDERSON, S. C. TUESDAY MORNING, FEBRUARY 24, 1914.

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PRESIDENT FAIRFAX HARRISON

Sketch of the Career of Distinguished Visitor to Anderson Today.

The election of Mr. Harrison is entirely in keeping with the established policy of the lines of the Southern Railway System to fill all vacancies by promotions of men already in the service.

with the policies which made Mr. Finley's administration so successful both for the Southern Railway and the territory served by its lines.

Mr. Harrison is the author of the legal history of the Southern Railway in the preparation of which he went into an exhaustive study of the history of each of the lines which now make up the Southern Railway.

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MR. FAIRFAX HARRISON.

MORMONS ARE AT WORK

Have Made More Than Sixty Converts in Atlanta

Atlanta, Feb. 23.—It became known today that four active missionaries, working six days a week, and carrying with them tracts and pamphlets, are busily engaged in an effort to convert Atlantians to the Mormon faith.

They have already converted about sixty, most of whom were professing Christians before they turned Mormons, and they declared that the number is increasing almost every week.

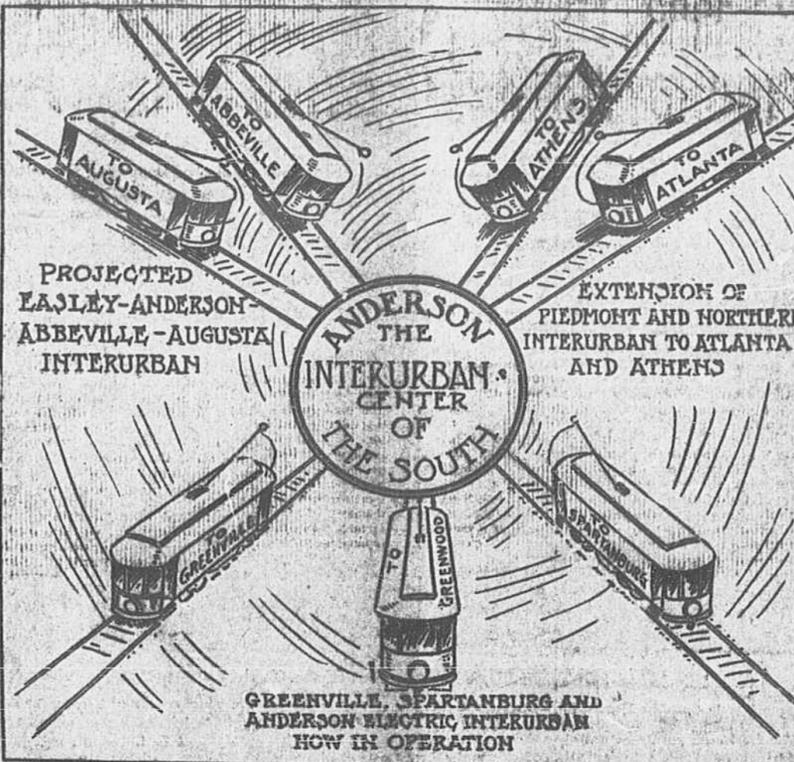
On the theory that this is a land of religious liberty and that all beliefs should be respected, the city authorities are permitting the missionaries to do their work unmolested, and the Mormon church is founded already in this city on a pretty substantial basis.

Mr. Bair says that while the actual practice of polygamy is not now countenanced by the Mormons, the church still adheres to the principle of plural marriages in theory.

A workman's compensation bill has been drafted in the State legislature of Maryland for passage.

PRES. HARRISON'S FIRST MESSAGE

"I am in entire accord and sympathy with the policies of my illustrious friend, Mr. Finley, under whom I have worked for countless years. I hope to contribute to the building of the Southern as he has built it, by promoting and enhancing its usefulness and by its cordial relations with the people of the South. I count on the support of the entire present working organization of the Southern, rank and file. No changes are to be made for the sake of a change. Different men might be found, but not better ones. Having grown up in the service with Finley, I know how to value them and I am proud to believe that they are my friends."



The above cartoon was used in the Christmas number of Aggressive Anderson, the official organ of the Chamber of Commerce of Anderson.

COLUMBIA AND GREENVILLE WAS PROJECTED TO ANDERSON

San Death of Chief Engineer Brown—Judge O'Neale Writes of the "Greenville Extension" to Main Line.

One of the most melancholy chapters in the history of industrial development of this state is the death of time to waste of the road being pushed here, showing that Anderson was just a few days before its completion to Anderson.

Under the chief engineer, John McInnis, he organized a brigade of surveyors and ran a direct line from Greenville to Columbia, 110 miles.

Subsequently, the company was instructed to locate its road in a different manner, under the supervision of W. M. Stewart, chief statistician for manufacturers.

The statistics relate to the years ending December 31 for 1912 and 1907, and June 30 for 1902. The totals include electric light plants operated in connection with electric railways and not separately therefrom, but do not include reports of mixed steam and electric railways, nor railways under construction which had not begun operation during the census year.

RAILROADS AND CIVILIZATION.

"Next to the Christian religion, I know of nothing to be compared with the influence of a free social and commercial intercourse in softening asperities, removing prejudices, extending knowledge and promoting human happiness."

RAILROADS HELP THE SCHOOLS; STATEMENT FROM W. H. HAND

Says the Interurban Is Building Up Attendance in Local Schools—Other Interesting Comment on Anderson County's Schools.

Editor of The Intelligencer: I had the privilege of spending one day last week in the Belton high school and the Honea Path high school. Since I did not have the opportunity to visit the patrons at either place to talk face to face with them about their schools, I take this method of reaching them. In aiming every school the visitor can find merit. In both these high schools the spirit of the teachers and their attitude toward their work are commendable. The same things are true of the pupils, as far as one can observe in a day's time. In both schools what may be called the school atmosphere is wholesome.

that it takes more to send two pupils off to college a year than the annual salary paid Miss Moffatt or Miss Waters in the high school? Do the patrons realize that their children are simply doing this eleventh grade work, whether at home in the high school, or off somewhere at college? I cannot close without calling attention to the overcrowded condition of the school building in Belton. From what I learned there I am satisfied that the people know in a general way what the situation is, but I am confident that the people do not appreciate fully the situation. Several of the teachers are attempting to teach more pupils than it is possible for any teacher to do successfully. In the attempt to better conditions

Not the smallest benefit from the interurban railroad is the convenience it offers in the matter of school attendance. The cheap rates offered to school children brings them into school centers, where they can get better facilities than in the small outlying schools. This congregation of pupils in the school centers gives the high school pupils better advantages than they could have in their little schools at home. Besides, they leave the full time of the teachers in the small schools to be devoted to the younger children. Nearly one-half of the high school attendance in Belton comes from outside the Belton district. At Honea Path the percentage is not so great.

In both these schools the visitor is struck with one noticeable fact: that the boys are doing the high school work. At Belton in the ninth and tenth grades there were present thirty-one pupils. But six of these were boys. At Honea Path in the ninth, tenth and eleventh grades there were present twenty-one pupils. But six of these were boys. At both places I was informed that when these pupils were in the sixth grade the boys and girls were not far from equal in number. Where are these other boys? Here is a serious question for fathers, and mothers to ponder.

In my judgment the Honea Path board did an excellent thing when it added the eleventh grade in September, 1913. In that grade last year there were ten pupils. The retention of these pupils through the fourth high school year was a matter of good sense and economy. However, the present eleventh grade is a distinct disappointment. As a tenth grade last year it had 11 members. As an eleventh grade this year there are but three pupils present. Where are the other eight? Do their parents and the patrons at large realize

several of the grades are divided into two sections, one section coming early in the morning and the other later in the day. The patrons of the school must know that this arrangement is at best a make-shift and that the children in these grades are getting only a fraction of what properly belongs to them. It is to be hoped that before the opening of another session additional room will be provided for these pupils.

It was thought that the road would be completed to Belton by the last of October and to Anderson by the first of December. Brown had since accepted as consulting engineer for the Laurens road and for the Kings Mountain road, as Col. Irby and Mr. A. C. Garlington and others of Newberry and Laurens had taken up the project after the C. and G. had decided to pass Laurens by.

Atlanta, Feb. 23.—The declaration of Atlanta's recorder, Judge Nash R. Broyles, that there is no place in the or financial world today for the man who drinks, is causing widespread and interesting comment. "There is no responsible position and no opportunity to advance for the drinker," he said. "Employers don't want him, for they know he can't be efficient so long as he stands his brain with intoxicants."

FRANK'S FRIENDS HOPEFUL

They Think Burns May Be Able to Help Him Out.

Atlanta, Feb. 23.—Detective William J. Burns arrived in Atlanta this week to begin an impartial probe of the Frank case. He will be aided by Dan Lohm, one of his ablest lieutenants, and by a picked staff of his men. The coming of Burns to Atlanta means that the south's most remarkable murder case may still have some, by some means, to offer.

THE MAN WHO DRINKS

Is Not Needed in the Progressive World Today

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Atlanta, Feb. 23.—South Georgia has the distinction of being the only section of the state which has established a senatorial headquarters in Atlanta pending the decision of Governor Slaton in the appointment of Senator Bacon's successor.

Atlanta, Feb. 23.—The special train bearing the White Sox is due here today. The boys will put in about a fortnight training, and then may play a few exhibition games.

THE LATE JOHN N. BLECKLEY

Page in the Weekly Intelligencer Given to His Memory.

The congregation of St. John's Methodist church yesterday, upon opening "The Gooding," the handsome little weekly pamphlet which keeps the members posted on current church events, looked with sadness upon the features of one who has gone on before, John N. Bleckley. To his efforts as an individual, is due in a large measure the success of the undertaking to build this handsome new church. And it was a solemn coincidence that Mr. Bleckley was the first to be buried from the church which he loved, and to which he gave so much time.

DIAMOND DOPE

Paso Robles, Calif., Feb. 24.—The special train bearing the White Sox is due here today. The boys will put in about a fortnight training, and then may play a few exhibition games.

Boston, Mass., Feb. 23.—Manager Carrigan of the Boston Red Sox will accompany the first squad of that team to Hot Springs, Ark. They leave today, making up a four-day train, and will arrive in Hot Springs on Saturday. Beginning with May 1 the organized carpenters of St. Paul will demand fifty cents an hour and Saturday half holiday.



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